





# Bridges

Bridges have inspired designers and builders to soar beyond basic function to heights of innovation and beauty. Many of New Jersey's 6,300 bridges have served us faithfully for more than a century — more than 400 are eligible for inclusion in the National Register of Historic Places — and are a source of pride for their communities. We plan to preserve as many as possible. When we cannot, we will ensure their replacements reflect their surroundings.



The Pulaski Skyway spans the navigable waters of the Hackensack and Passaic Rivers, and connects Newark and Jersey City. Called the "most beautiful steel bridge" by the American Institute of Steel Construction when it opened for traffic in 1932, it has been designated a civil engineering landmark.





Top left: The Erie-Lackawanna bridge over the Hackensack River in Kearny is a familiar profile. Top right: A stone marker on the 1872 covered bridge in Sergeantsville, the state's only covered bridge of the era, reads: "In 1961, as a result of the efforts of an aroused group of citizens, the state of New Jersey, using the materials of the original covered bridge, fully restored this link with the past." Below: The Route 206 bridge over Stony Brook in Princeton dates from 1792 and may be the oldest bridge in New Jersey. Its character has remained largely unchanged.







Two vintage bridges feature distinctive period iron trusswork. *Left:* The Main Street bridge over the South Branch of the Raritan River in Clinton was built in 1870 and recently rehabilitated. *Right:* The Arch Street bridge over the Passaic River in Paterson was built in 1905 and restored in 1997.







The original iron railing was reused when the 1915 Vincenttown Bridge in Burlington County was replaced in 1995. Stone was added to complement its rural setting.





In 1996 we replaced the Tuttle Parkway Bridge over an historic rail corridor in Westfield.









*Pages 10-13:* When we replaced the Route 46 and Crooks Avenue interchange bridges in Clifton in 1997, we either replicated or reused their original architectural elements: art deco bas reliefs, colorful mosaics, state seals, massive columns and intricate stone patterns.















Rural historic bridges unable to bear the full burden of today's traffic can still live useful lives for lighter traffic volumes in recreational areas. Montgomery Township's Burnt Hill Bridge (*left*) and the Augusta Road Bridge (*right*) in Frankford Township work nicely in their new park settings.





The new Route 47 Bridge, adjacent to an historic district in Dennis Township, includes 1930s style architectural details.



The new Route 35 Bridge over the Navesink River in Red Bank was designed to reflect the aesthetics of its neighborhood. Graceful goosenecked lights, finials and geometric concrete shapes complement its surroundings.







The new Highland-Baldwin Avenue Bridge in Glen Ridge was replaced with period details such as iron railing and light fixtures, attesting to the 19th century origins of the community it serves.





It looks like a bridge but it's not. A long wall on the Route 21 Freeway along the Passaic River in Clifton uses trompe l'oeil to provide visual relief.

